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activating the engine control or the braking control of said vehicle in dependence upon said distance and a desired value so that said vehicle can be braked to standstill;

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building up and/or maintaining a braking force in the manner of a parking brake function when said standstill of said vehicle is detected;

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interrupting the force flow in the drive train of said vehicle by controlling an automatic transmission into a neutral position or a park position;

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detecting a start-drive command of the driver when an operator-controlled element is actuated; and,

disengaging said parking brake function and controlling said automatic transmission out of said neutral position or said park position when said start-drive command is detected.

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14. (Twice Amended) An arrangement for ensuring standstill of a vehicle in combination with an adaptive road speed controller of the vehicle, the vehicle including a drive train incorporating an automatic transmission which provides and interrupts a force flow in the drive train, the arrangement comprising a control unit which executes the following steps:

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measuring at least the distance of said vehicle to an object ahead of said vehicle;

activating the engine control or the braking control of said vehicle in dependence upon said distance and a desired value so that said vehicle can be braked to standstill;

building up and/or maintaining a braking force in the manner of a parking brake function when said standstill of said vehicle

is detected;

15           interrupting the force flow in the drive train of said vehicle by controlling an automatic transmission into a neutral position or a park position;

detecting a start-drive command of the driver when an operator-controlled element is actuated; and,

20           disengaging said parking brake function and controlling said automatic transmission out of said neutral position or said park position when said start-drive command is detected.

Please add claims 15 to 18 as follows:

15. The method of claim 13, wherein said operator-controlled element is a switch of the adaptive road speed controller.

16. The method of claim 13, wherein said operator-controlled element activates said adaptive road speed controller.

17. The arrangement of claim 14, wherein said operator-controlled element is a switch of the adaptive road speed controller.

18. The arrangement of claim 14, wherein said operator-controlled element activates said adaptive road speed controller.